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PHOTOGRAPHIC INTERPRETATION REPORT



**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

11 AUGUST 1967

NPIC/R-144/67

AUGUST 1967

SUMMARY NO 56

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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1. Phu Ly Transshipment Area, Song Day (River), North Vietnam

The Phu Ly Transshipment area on the Song Day [REDACTED] has been reactivated since sustaining heavy bomb damage. Located at 20-31-30N 105-55-10E, approximately 30 nm south of Ha Noi, the area is being used to transship supplies and probably ore.

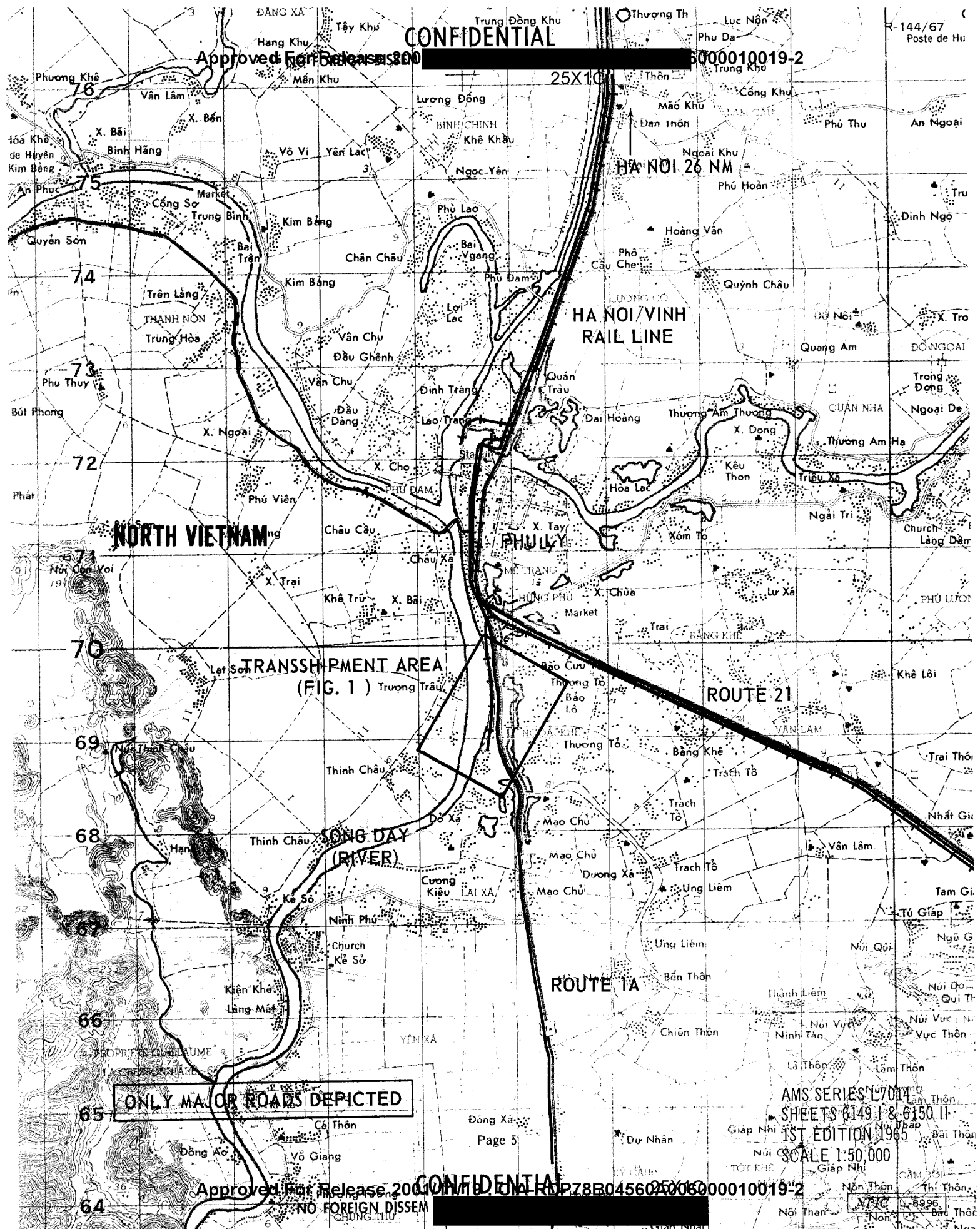
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The supply buildings have not been reconstructed, but a new rail spur has been built to give the facility three serviceable spurs. On [REDACTED] rolling stock in the area included 14 flatcars, 11 gondolas, 7 boxcars, and 2 probable camouflaged locomotives. Three jib cranes, a possible ore crushing machine and three stacks of unidentified material were also observed (Figure 1).

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NORTH VIETNAM

TRANSHIPMENT AREA
(FIG. 1)

HA NOI/VINH
RAIL LINE

ROUTE 21

SONG DAY
(RIVER)

ROUTE 1A

ONLY MAJOR ROADS DEPICTED

AMS SERIES L7014
SHEETS 6149 I & 6150 II
1ST EDITION 1965
SCALE 1:50,000

Page 5

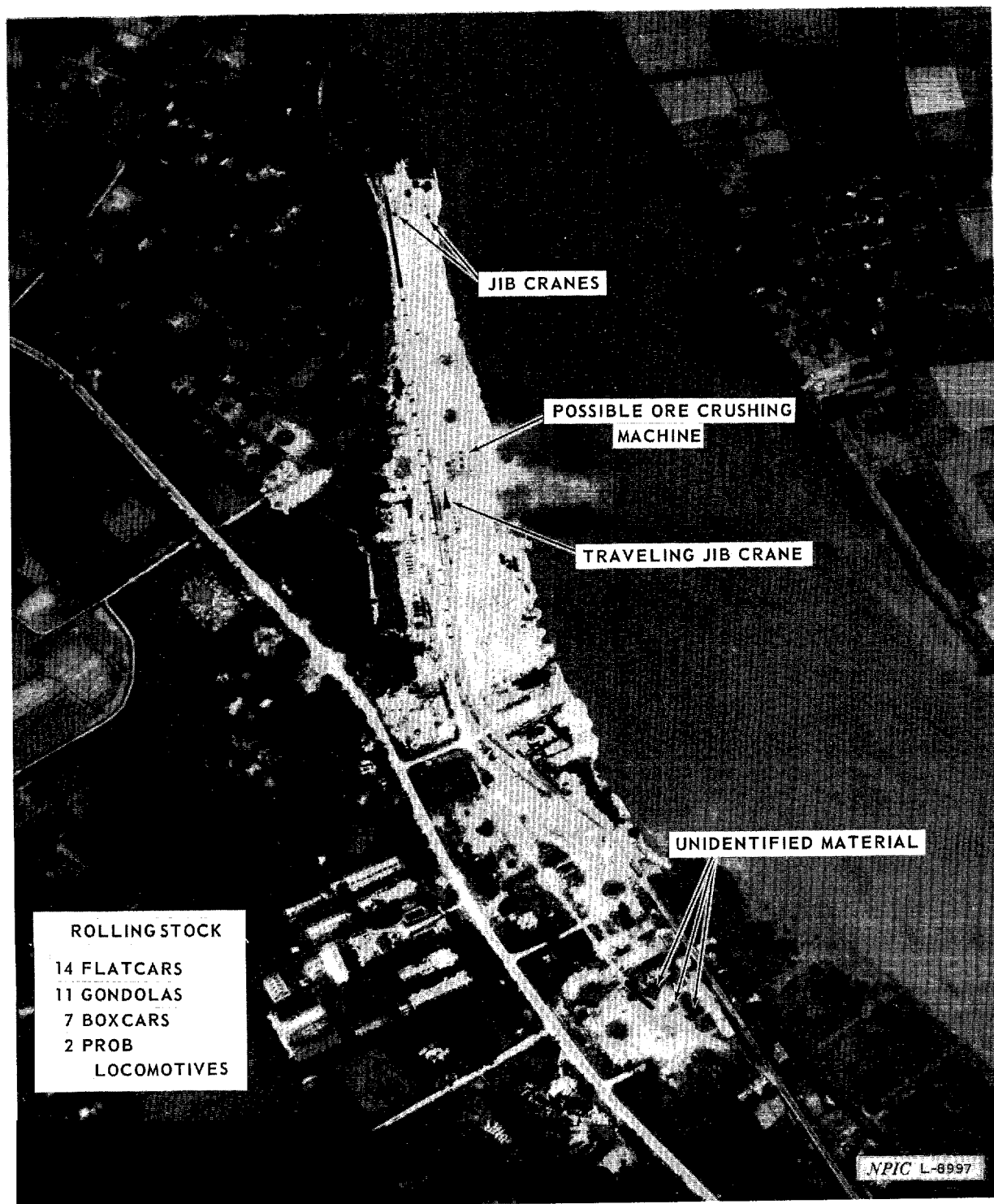
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FIGURE 1. PHU LY TRANSSHIPMENT AREA, SONG DAY (RIVER), NORTH VIETNAM

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2. Rail Activity, Thanh Hoa Area, North Vietnam

The complex rail network and associated facilities in the Thanh Hoa area on the Ha Noi/Vinh Rail Line continue to evidence a high level of activity. Containing facilities for both transloading and transshipping, the area serves as the point of change from conventional to modified rolling stock.

Impaired track conditions and limited bridge capacities on the rail line south of Thanh Hoa necessitate a change from conventional rolling stock to the modified smaller, 2-axle stock. Transloading/transshipment areas have been identified within the Thanh Hoa Railroad Classification Yard [REDACTED], along the main line at 19-49-15N 105-46-30E, and within the Thanh Hoa Citadel.

Heavy vehicular track activity and the normal presence of numerous pieces of rolling stock (both modified and conventional) within the classification yard at 19-48-30N 105-48-16E [REDACTED]

On [REDACTED] 24 flatcars and 4 tank cars of modified stock, 10 boxcars, 2 gondolas, and 1 flatcar of conventional stock, 75 damaged pieces of rolling stock, and 1 damaged locomotive were located within the yard (Figure 2). The yard also contains two serviceable through tracks, a serviceable by-pass, a serviceable dead-end siding, and an unserviceable turning wye.

A rail-to-road transshipment point on the main line at UTM WG811916 is indicated by a heavily used vehicular turning loop and the usual presence of stacks of unidentified material and numerous pieces of rolling stock.

Evidence of both rail-to-road transshipping and conventional-to-modified rolling stock transloading has been observed within the Thanh Hoa Citadel at 19-48-28N 105-46-32E (Figure 4). A rail by-pass with an adjacent passing track extends east from the main line at WG811913 around the classification yard and then rejoins the main line at WG807898. On [REDACTED] loaded and 2 empty modified flatcars were located on the passing track and several stacks of unidentified material were observed nearby. An additional 21 pieces of conventional rolling stock were on the rail by-pass.

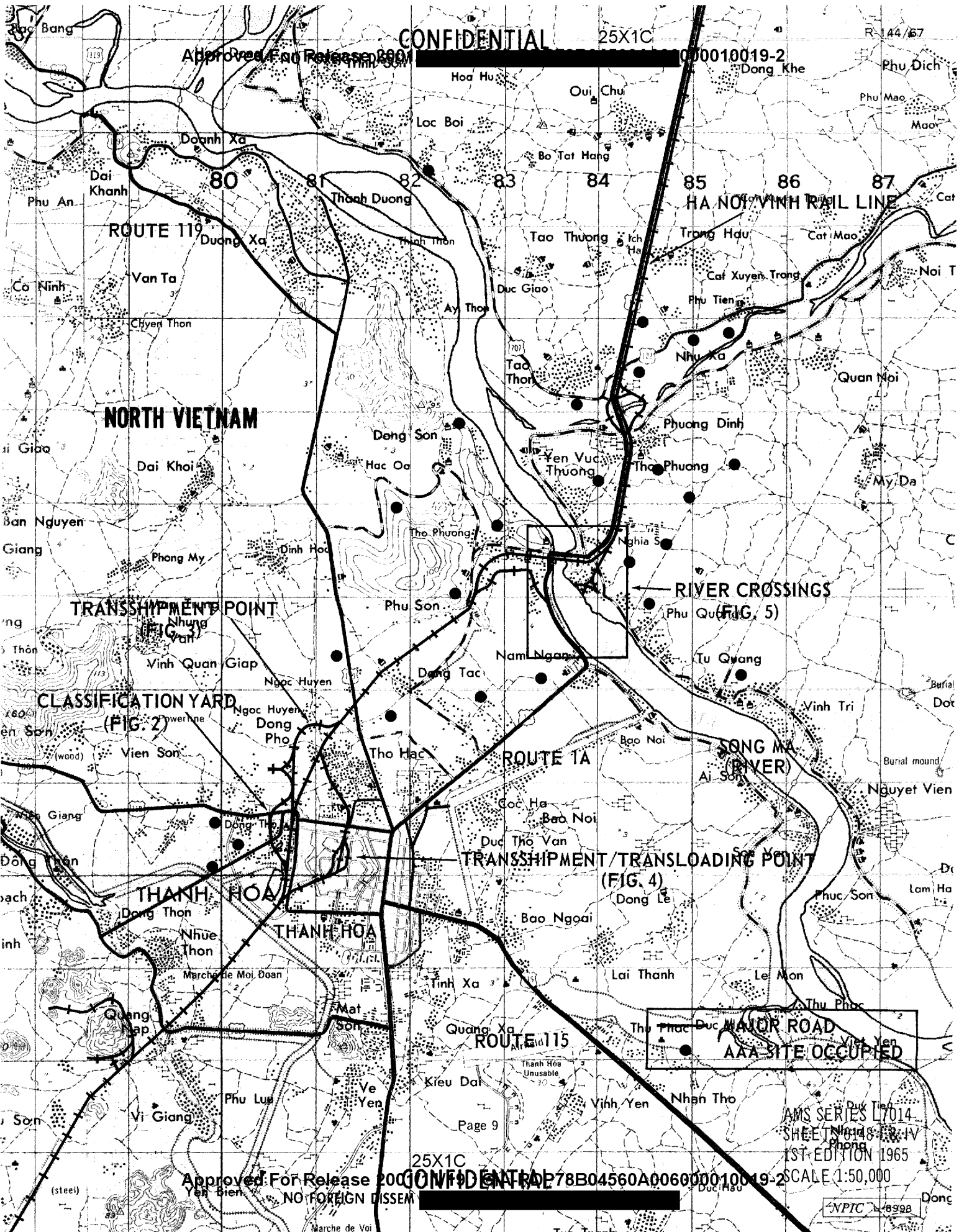
The serviceable Thanh Hoa Railroad and Highway Bridge [REDACTED] and three serviceable rail ferry slips provide alternative river crossings over the Song Ma (River) at 19-49N 105-47E (Figure 5).

On [REDACTED] the common approach to the northern rail ferry slips had two interdictions and the southern approach was interdicted at one point. There were three interdictions in the main line at WG842937.

The importance of the area is indicated by the extensive system of AAA defenses. Twenty-five of the numerous AAA sites are occupied, with the majority containing four to six positions occupied by light AAA pieces.

NPIC Cable Cite 1494, DTG 100104Z, Aug 67, Ser P00429

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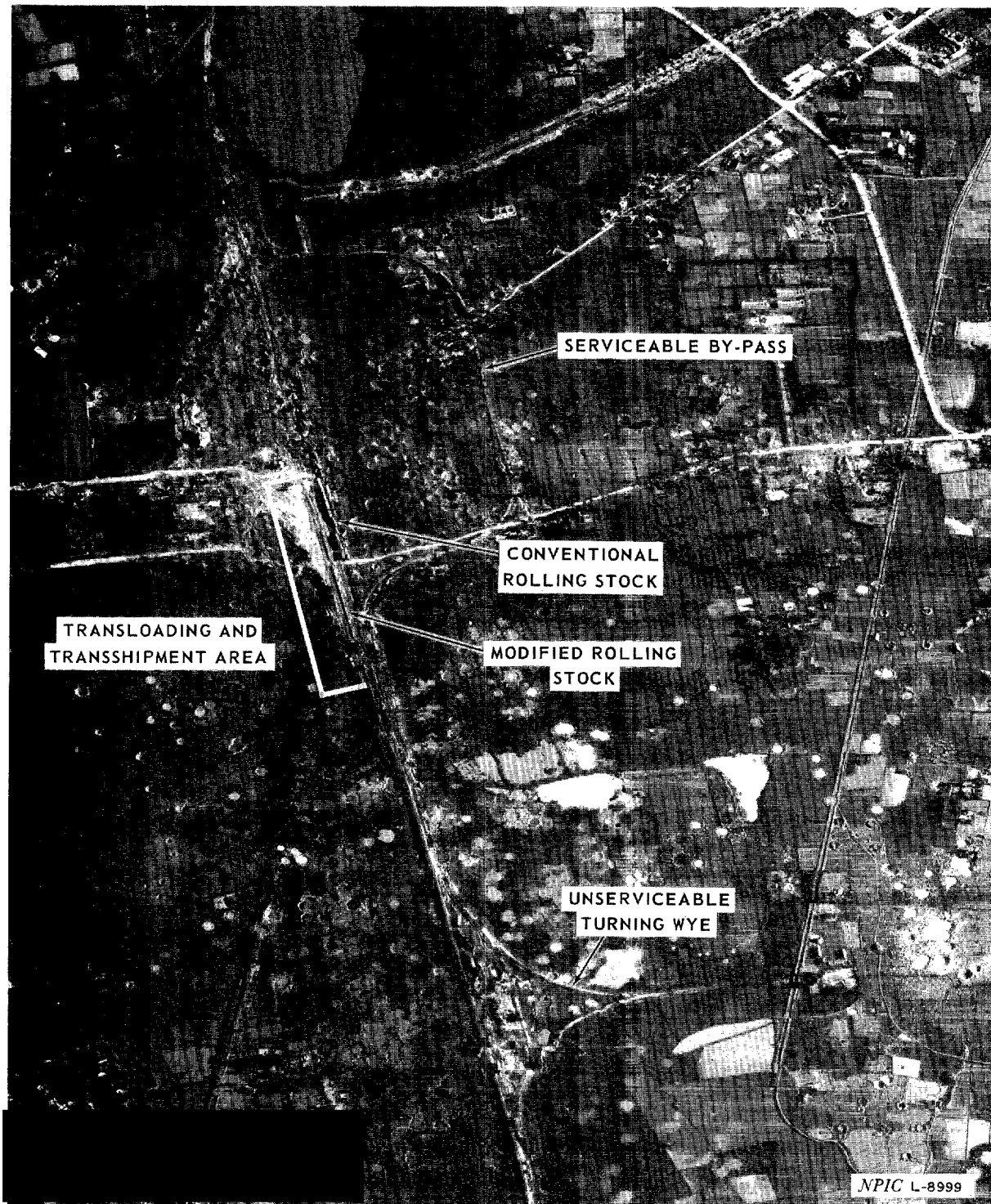


FIGURE 2. THANH HOA RAILROAD CLASSIFICATION YARD [REDACTED] NORTH VIETNAM

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FIGURE 4. TRANSSHIPMENT/TRANSLOADING POINT, THANH HOA CITADEL, NORTH VIETNAM.

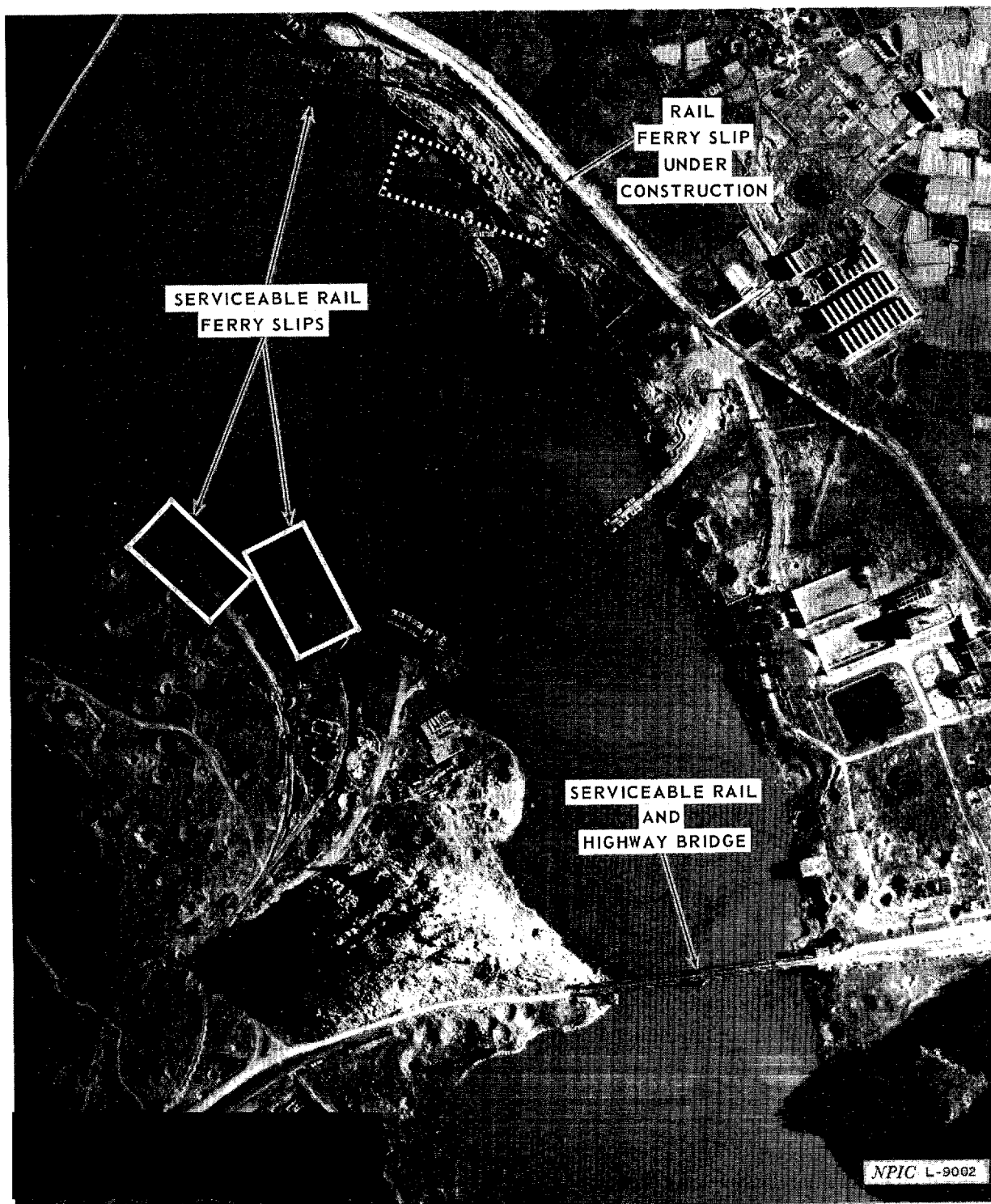


FIGURE 5. SONG MA (RIVER) CROSSINGS, THANH HOA AREA, NORTH VIETNAM

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